AMENDMENTS TO THE SPECIFICATION

Please replace paragraph **[0083]** with the following:

[0083] As described above, ~~according to the invention as described in claim 1,~~ during small valve-lift amount and operating-angle control in the engine low-rotation range, for example, which corresponds to the practical range of the vehicle, the reduction ratio is larger, and thus torque of the motor is smaller, allowing a reduction in power consumption of the motor.

Please replace paragraph **[0085]** with the following:

[0085] Further, ~~according to the invention as described in claim 2,~~ when the valve is under small operating-angle control, the angle formed between the link member and the output shaft of the reduction mechanism is increased. Thus, an angle of rotation of the linkage linked to the second end of the link ~~member, i.e.~~ member, i.e., an angle of rotation of the control shaft, is reduced with respect to an actual number of revolutions of the output shaft rotated by the motor. That is, the reduction ratio is larger, resulting in smaller torque of the motor and thus power consumption thereof.

Please replace paragraphs **[0087]-[0092]** with the following:

[0087] Still further, ~~according to the invention as described in claim 5,~~ the use of the balls as means for driving the moving member allows enhanced moving responsivity and reduced backlash of the moving member as compared with simple engagement of the external and internal threads.

[0088] Still further, ~~according to the invention as described in claim 6,~~ a maximum reduction effect can be obtained on a radial load acting on the moving member during maximum operating-angle control having larger input, resulting in enhanced durability of the meshed portion of the output shaft and the moving member.

[0089] Furthermore, ~~according to the invention as described in claim 7,~~ the reduction ratio can be increased, whereas since it is involved in the small lift area having smaller input, a radial load can be decreased though the angle formed between the link member and the output shaft is larger, having no harmful effect on the meshed portion of the output shaft and the moving member.

[0090] Further, ~~according to the invention as described in claim 8,~~ a maximally moved position of the moving member is restricted by the restriction mechanism immediately before the moving member comes into axial collision, allowing prevention of occurrence of an impact load at the meshed portion of the output shaft and the moving member while securing a movable range of the moving member.

[0091] Still further, ~~according to the invention as described in claim 9,~~ the moving member is in the non-rotation state, allowing efficient conversion of torque of the output shaft into axial moving force.

[0092] Furthermore, ~~according to the invention as described in claim 10,~~ it is obtained an enhancement in manufacturing and assembling efficiency and thus a reduction in manufacturing cost due to reduced component parts and simplified structure ~~as compared with the invention as described in claim 1~~.